RATE STUDY
FOR TRANSPORTATION IMPACT FEES

FINAL

Prepared for:

CITY OF LYNNWOOD, WASHINGTON

19100 44th Avenue W
Lynnwood, WA 98036

Prepared by:

DAVID EVANS AND ASSOCIATES

415 – 118th Avenue SE
Bellevue, WA 98005
(425) 519-6500

LYNN0000-0012

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TABLE OF CONTENTS

1.0 BASIS FOR IMPACT FEES 1

2.0 COST ANALYSIS 2
- **2.1** Transportation Improvement Projects 2
- **2.2** Existing Deficiency Evaluation 3
- **2.3** Capacity Project Evaluation with Existing Roadway Capacities 4
- **2.4** Capacity Project Evaluation with Planned Improvements 6
- **2.5** Capacity Projects Needed by 2025 7
- **2.6** Capacity Projects Needed Beyond 2025 8
- **2.7** Cost of Growth Projects 9
- **2.8** Foreseeable Public Revenues 9
  - 2.8.1 Existing Funding Sources for Transportation: 9
- **2.9** Unfunded Costs of Growth 10

3.0 DEMAND ANALYSIS 11
- **3.1** Travel Demand Modeling 11
- **3.2** Demand Measured by Vehicle Miles of Travel (VMT) 12
- **3.3** Traffic Model Forecasts 13
- **3.4** External Through Trips 13
- **3.5** Discount for Trips Internalized within Lynnwood 13
- **3.6** Net Growth Forecast 14
- **3.7** Net Unfunded Cost per Trip 15
- **3.8** Alternate Fee Calculation for Subareas within Lynnwood 15

4.0 IMPACT FEE EXAMPLE CALCULATION 18
- **4.1** Travel Impact 18
- **4.2** Impact Fee Schedule – Option 1 (Citywide Fee) 18
- **4.3** Impact Fee Schedule – Option 2 (Subarea Fee) 18

LIST OF TABLES

Table 1. Planned Transportation Improvements 3
Table 2. Existing 2005 Deficiencies for Unfunded Capacity Projects 4
Table 3. Intersection LOS – Future No Build Condition 5
Table 4. Intersection LOS – Future Build Condition 6
Table 5. Unfunded Capacity (100% Share) Projects by 2025 7
Table 6. Unfunded Capacity Projects Needed beyond 2025 8
Table 7. Summary of Comprehensive Plan Projects 9
Table 8. Annual Capital Improvement Revenues (2003-2009) 10
Table 9. Public and Private Shares of Capital Costs 11
Table 10. Overview of Trip Generation Rates 12
Table 11. External Through Trips 13
Table 12. 2005 PM Peak Hour Trip 14
Table 13. 2025 PM Peak Hour Trip 14
Table 14. 2005 PM Peak Hour VMT 14

Table 15. 2025 PM Peak Hour VMT 14
Table 16. Net PM Peak Hour Growth Forecast 2005-2025 14
Table 17. 2005-2025 PM Peak Hour VMT Share of Growth 15
Table 18. Allocation of Costs to Travel Growth (VMT) 15
Table 19. Private Sector Cost Allocation for PM Peak Hour Trips 15
Table 20. Subarea and Zone Trip Length Factor 17
Table 21. City Zone PM Peak Hour Relative Trip Length Factor 17
Table 22. City Zone Cost Allocation 17

LIST OF FIGURES

Figure 1. Roadway V/C (2025 Volumes to 2005 Capacity) – Future No Build Condition 5
Figure 2. Roadway V/C (2025 Volumes to 2025 Capacity) – Future Build Condition 6
Figure 3. Location of Eight Subareas in the City of Lynnwood 16

LIST OF APPENDICES

Appendix A – Impact Fee Worksheet
Appendix B – Trip Rate Table for Zones A and B
Appendix C – Existing Deficiencies and Non-Capacity Projects
Appendix D – Capacity Project in Near Term (by 2025)
Appendix E – Non-Motorized and Impact Fee Eligible Projects
Appendix F – Non-Motorized and Non-Impact Fee Eligible Projects
Appendix G – Capacity Projects in Long Term (beyond 2025)
Appendix H – 2008 Comprehensive Plan 20-Year CIP List

This report develops a transportation impact fee schedule for the City of Lynnwood, Washington. In addition, **Appendix A** includes a worksheet that allows easy calculation of impact fees by anyone with information about a proposed development.

1.0 BASIS FOR IMPACT FEES

Transportation impact fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes. Most importantly, impact fees may only be imposed by local governments to the extent that the costs of transportation system improvements needed for future growth exceed the foreseeable future public revenues, i.e., it must be shown that there are *unfunded costs* due to growth. The growth assumptions, level of service policy, transportation needs assessment based on that policy, and the financial need analysis must all be documented in the adopted comprehensive plan.

If impact fees are imposed, the funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the comprehensive plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project-by-project. This is a key difference between impact fees and SEPA mitigation, whereby pro-rata shares of specific project improvements are collected. To balance simplicity with relative fairness, the GMA specifies that the impact fees from a development must be expended within a defined service area. There can be one or more service areas within a city.

The service area is determined by considering many factors, including the city's future growth, the improvement's complexity, the improvement's construction period, and the development's impact. The service area in the City of Lynnwood's case has been provided with two options: use the entire city as one service area, or divide the City into subareas. The option of using the entire city as one service area is reasonable for a small city, because most developments have impacts to various degrees throughout the city. The option of dividing the city's service area into subareas is applicable for a medium or larger city where most developments have impacts locally, and the impacts do not extend throughout the City.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary

to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

The methodology and results described next are consistent with the requirements of the GMA. All calculations are based on the adopted transportation facilities list described in the City of Lynnwood Comprehensive Plan and its amendments added to the list by the City. The procedures described herein can be formally enacted by an impact fee ordinance incorporating this report by reference.

2.0 COST ANALYSIS

The primary basis for the impact fee is that projected funding from public sources is inadequate to provide the future transportation capacity needed to serve growth. This is developed by comparing the improvement costs for growth in the Comprehensive Plan's adopted transportation facilities list found in the Capital Improvement Program (CIP) and its amendments to an estimate of foreseeable public-sector revenue sources. Several adjustments are necessary to focus the analysis strictly on those projects that provide an improvement of capacity on classified roads that are needed for growth. These improvements do not include reasons such as safety, physical obsolescence, etc., as well as improvements necessary to mitigate existing level of service deficiencies at the start of the planning period.

2.1 Transportation Improvement Projects

Appendix H displays the CIP project list in 20 years described in the City of Lynnwood's Comprehensive Plan Transportation Element adopted in 2008. Since the 2008 adoption, further evaluations have been conducted by the City, and amendments to the CIP project list are being developed as this rate study is being prepared. The updated CIP list shown in **Table 1** includes 36 improvement projects that have been adopted in the 2008 Comprehensive Plan. The possible additions are included in this analysis, assuming the corresponding amendments will soon be enacted.

Table 1 consists of three project categories: non-capacity projects and existing deficiencies, capacity projects in near term (by 2025), and capacity projects in long term (beyond 2025). The base year in the City's travel demand model is 2005. The non-capacity projects, the existing deficiencies, and the capacity projects in long term beyond 2025 will not be eligible for the impact fee. The non-motorized projects are not eligible for the impact fee although these projects could contribute up to 20 percent capacity share by supporting a shift of some trips from automobiles to other modes of travel.

The City Center Minor Grid System is a non-capacity project; therefore, the City Center Minor Grid System is not eligible for the impact fee.

The capacity share of each project category and the 2009 base year cost for impact fee calculation are also shown in **Table 1**.

Table 1. Planned Transportation Improvements

Project Category	Number of Projects		Capacity Share for Impact Fee	2009 Base Year Cost	Reference Appendix
	Updated CIP List	In 2008 CIP List[1]			
Non-Capacity Projects and Existing Deficiencies					
Existing Deficiencies	8	3		$4,620,000	C
Non-Capacity Projects	7	3	0% or existing deficiencies	$31,109,000	C
Non-Motorized Projects Eligible for Impact Fee	78	3	0%	$1,498,662	E (15% cost for near term)
Non-Motorized Projects Not Eligible for Impact Fee	78	3	0%	$5,994,648	F (15% cost for near term)
Subtotal	93	12		$43,222,309	
Capacity Projects in Near Term (by 2025)					
Roadway	14	10	100 %	$163,171,616	D
Intersections and ITS	3	1	100 %	$3,083,000	D
Planning Studies (Link, Business Plan)	2	1	100 %	$610,000	D
City Center Minor Grid	1	1	0 %	-	D
Subtotal	20	13		$166,864,616	
Capacity Projects in Long Term (beyond 2025)					
Roadway and Intersection	8	5	0%	$271,928,815	G
Non-Motorized Projects Eligible for Impact Fee	78	3	0%	$8,492,417	E (85% cost for long term)
Non-Motorized Projects Not Eligible for Impact Fee	78	3	0%	$33,969,669	F (85% cost for long term)
Subtotal	86	11		$314,390,902	
Total	**121**	**36**		**$524,500,000**	

2008 CIP List[1] – see Appendix H

2.2 Existing Deficiency Evaluation

The intersection Level of Service (LOS) is evaluated for the existing 2005 condition. The intersections at LOS E or F (with exception of LOS E for the intersections in the City Center Minor Grid System) are identified as having existing deficiency. For signalized intersection, LOS definition and standard described in the 2008 Comprehensive Plan Transportation Element was used to screen the signalized intersections' deficiencies. For unsignalized intersections, the LOS definition and standard described in the Highway Capacity Manual 2000 was used to screen the unsignalized intersections' deficiencies.

Table 2 includes the costs for the eight intersection improvement projects that have existing deficiencies. The total improvement costs for these eight projects are approximately $4.62 million, and these costs would not be eligible for the impact fee program.

Table 2. Existing 2005 Deficiencies for Unfunded Capacity Projects

Updated Project #	Project	LOS	Cost	Capacity Explanation
285	172nd Street and 44th Avenue W	E	$580,000	Existing deficiencies are not eligible for impact fee
283	176th Street and 52nd Avenue W	F	$453,000	
286	180th Street SW and 44th Avenue W	F	$580,000	
290	182nd Street SW and Alderwood Mall Parkway	E	$580,000	
287	196th Street and 50th Avenue W	E	$580,000	
284	196th Street and Alderwood Mall Parkway	E	$652,000	
289	212th Street SW and 61st Place	F	$580,000	
282	212th Street SW and 66th Avenue W	E	$615,000	
Total			**$4,620,000**	

2.3 Capacity Project Evaluation with Existing Roadway Capacities

The road capacity improvements and intersection improvements were screened to identify future capacity deficiencies and the general timeframe of a need for each project. The capacity project list is comprised of some projects in the adopted 2008 Transportation Element, and some additions recently identified and proposed for future addition to the Transportation Element.

A volume to capacity (V/C) ratio was performed to evaluate when the need arises to add to existing capacity for each project location. The forecast roadway segment volume in 2025 was compared to roadway segment capacity in base year 2005 for each project. The V/C ratios of 2025 volumes to 2005 capacities are shown in **Figure 1** for all projects. A V/C ratio equal to or larger than one indicates a capacity deficiency by 2025 or sooner. Projects with a V/C ratio less than one are not needed until after 2025. The latter group was removed from the basis for impact fees.

The corridors with large future capacity deficiencies (violet and red bar in **Figure 1**) are listed as follows:

- 44th Avenue Improvements from I-5 to 194th Street
- 196th Street Improvements – Phase 1 from 48th Avenue to 36th Avenue
- 52nd Avenue Improvements from 176th Street to 168th Street
- 36th Avenue from Maple Road to 164th Street
- 200th Street Improvements from 48th Avenue to 40th Avenue

The corridors with large capacity reserved (turquoise bar in **Figure 1**) will not be needed until after 2025 and they are listed as follows:

- 200th Street Improvements from 64th Avenue to 48th Avenue
- 196th Street Improvements – Phase 2 from SR 99 to Scriber Lake Road
- 188th Street from 68th Avenue to 60th Avenue

The intersections with large future capacity deficiencies are included in **Table 3** and listed as follows:

- Alderwood Mall Boulevard and 28th Avenue W
- Mall Exit and Alderwood Mall Parkway

The intersections with large capacity reserved will not be needed until after 2025 and they are listed as follows:

- 188th Street SW and 44th Avenue W
- 198th Street and 40th Avenue W
- Alderwood Mall Parkway and Poplar Way

Figure 1. Roadway V/C (2025 Volumes to 2005 Capacity) – Future No Build Condition

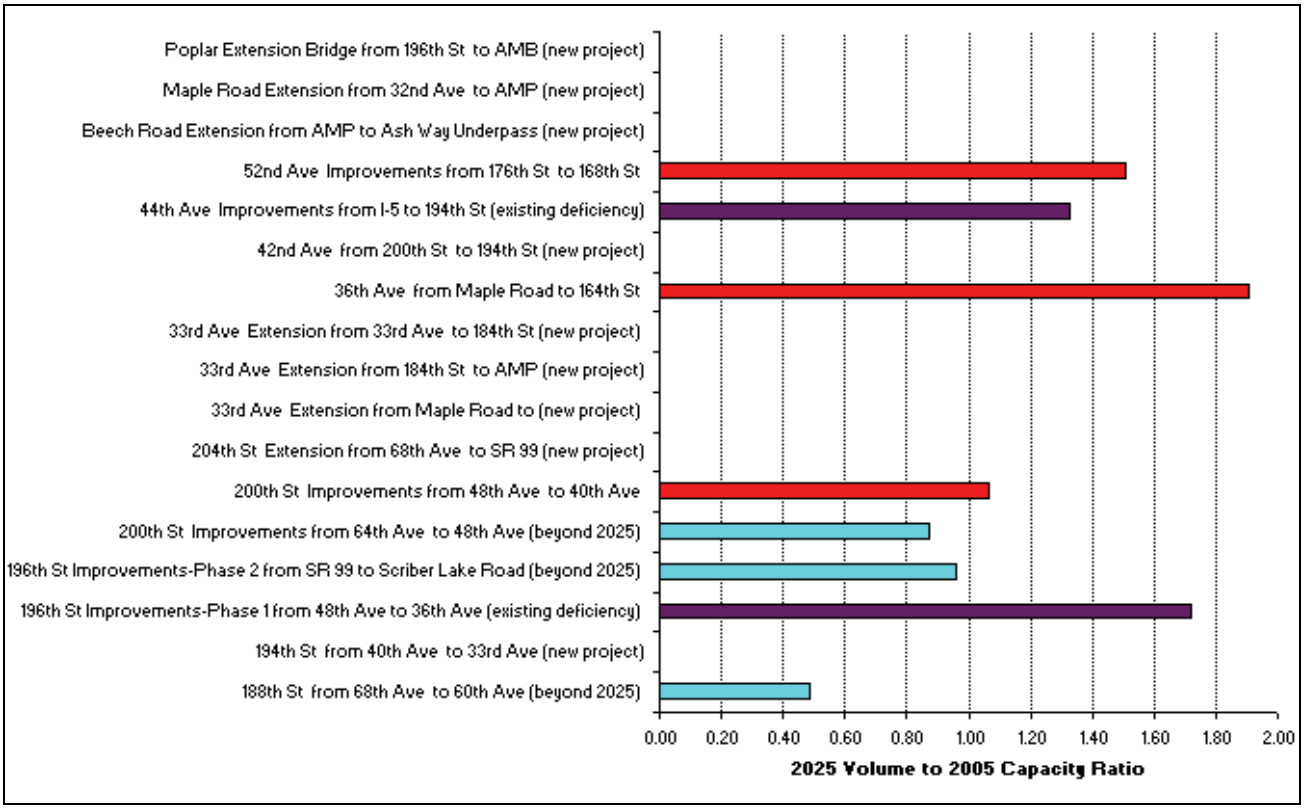

Table 3. Intersection LOS – Future No Build Condition

No	Intersection Name	LOS
279	Alderwood Mall Boulevard and 28th Avenue W	F
280	Mall Exit and Alderwood Mall Parkway	E
281	188th Street SW and 44th Avenue W	D
288	198th Street and 40th Avenue W	D
291	Alderwood and Poplar Way	D

2.4 Capacity Project Evaluation with Planned Improvements

The same project list was also screened for future capacity deficiencies assuming that all planned capacity projects will be constructed. The ratios of 2025 roadway segment volumes to 2025 roadway segment capacities were calculated for all updated roadway projects. This analysis confirms that the projects are generally adequate to serve the travel conditions expected to arise by 2025 with the exception of the following three projects shown in **Figure 2**.

- 52nd Avenue from 176th Street to 168th Street
- 196th Street Improvements – Phase 1 from 48th Avenue to 36th Avenue (with existing deficiency)
- 194th Street from 40th Avenue to 33rd Avenue

Figure 2. Roadway V/C (2025 Volumes to 2025 Capacity) – Future Build Condition

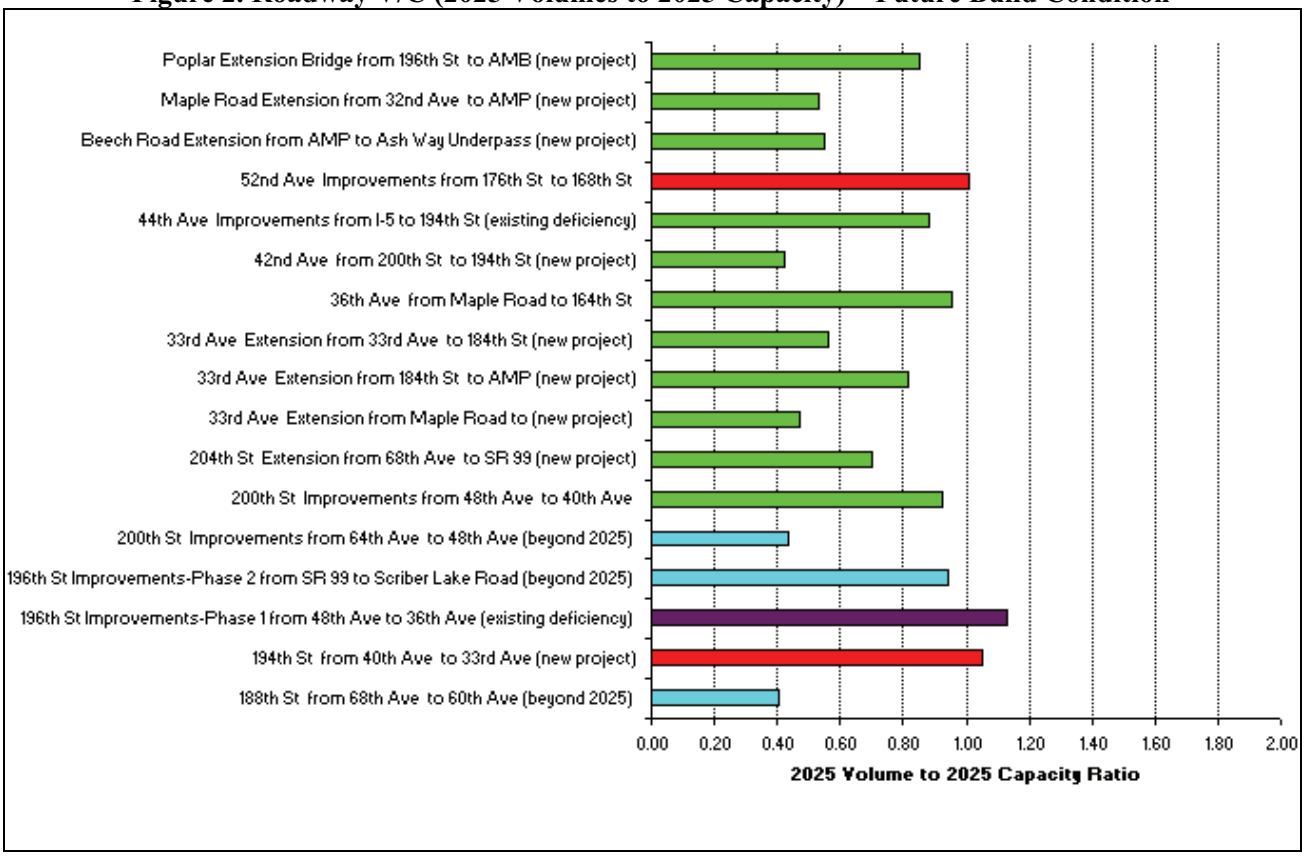

Table 4 shows there are no intersections with deficiencies after completion of improvements.

Table 4. Intersection LOS – Future Build Condition

No	Intersection Name	LOS - Future Configuration with Future Volumes
279	Alderwood Mall Boulevard and 28th Avenue W	A
280	Mall Exit and Alderwood Mall Parkway	D

2.5 Capacity Projects Needed by 2025

The projects shown in **Table 5** are the capacity (100 percent share) improvements identified in the Comprehensive Plan, and proposed amendments, that are needed to serve growth by 2025, based on the evaluation depicted in **Figure 1** and **Table 3**. The majority capacity provided is sufficient by the year 2025, according to the evaluation depicted in **Figure 2** and **Table 4.** These projects will form the cost basis of the impact fee. **Table 5** includes certain citywide planning study projects as line items at the bottom. The capacity benefits of these projects are broadly dispersed over the citywide system and considered to be accounted for in the capacity of other improvements. The costs of these projects are simply added to other capacity costs, in the aggregate.

Table 5. Unfunded Capacity (100% Share) Projects by 2025

Updated Project #	Project	V/C[1] or LOS	Capacity Cost for Impact Fees	Capacity Explanation
Road Projects			**$163,171,616**	**100% capacity share**
292	36th Avenue from Maple Road to 164th St	1.91	$12,596,000	Widening
293	Poplar Extension Bridge from 196th Street to AMB (new project)	NA	$38,408,000	new project
294	33rd Avenue Extension from 184th Street to Alderwood Mall Parkway (new project)	NA	$6,415,000	new project
295	33rd Avenue Extension from 33rd Avenue to 184th Street (new project)	NA	$9,257,000	new project
296	33rd Avenue Extension from Maple Road 33rd Avenue Bypass (new project)	NA	$2,559,000	new project
297	52nd Avenue Improvements from 176th Street to 168th Street	1.50	$2,447,000	Add lanes
298	Beech Road Extension from Alderwood Mall Parkway to Ash Way Underpass (new project)	NA	$3,158,000	new project
299	44th Avenue Improvements between I-5 and 194th Street	1.26	$13,281,000	Add lanes
300	42nd Avenue from 200th Street to 194th St	NA	$17,648,924	new project
301	204th Street Extension from 68th Avenue to SR 99 (new project)	NA	$2,031,000	new project
302	Maple Road Extension from 32nd Avenue to AMP (new project)	NA	$1,662,000	new project
303	196th St SW Improvements - Phase 1 between 48th Avenue and 36th Avenue	1.66	$15,911,815	Add lanes
306	200th Street Improvements from 48th Avenue to 40th Avenue	1.07	$10,860,072	Add lanes
307	194th Street from 40th Avenue to 33rd Avenue (new project)	NA	$26,936,805	new project
Intersection Projects			**$3,083,000**	**100% capacity share**
279	Alderwood Mall Boulevard and 28th Avenue W	F	$1,174,000	Add pockets
280	Mall Exit and Alderwood Mall Parkway	E	$1,109,000	Add pockets
309	ITS - Phase 3		$800,000	Add dynamic signs
Planning Studies			**$610,000**	**100% capacity share**
201	Lynnwood Link Trolley Feasibility Study		$100,000	
311	Comprehensive Plan/Transportation Element/Transportation Business Plan		$510,000	

Updated Project #	Project	V/C[1] or LOS	Capacity Cost for Impact Fees	Capacity Explanation
City Center Minor Grid Projects				
310	City Center Minor Grid		**$0**	**Zero capacity share**
Total			**$ 166,864,616**	

Table 5 indicates that all improvements listed are needed to overcome future deficiencies at specific locations. However, all capacity is not equally utilized. This is unavoidable because the locations of new capacity projects cannot be perfectly matched to the locations where new demand arises.

The preceding discussion highlights two problems for the City of Lynnwood in order to plan adequately for growth:

- A very large capital cost is needed by the year 2025.
- The capacity provided by that large capital investment unavoidably provides extra capacity in some locations that may not be fully utilized until beyond 2025.

2.6 Capacity Projects Needed Beyond 2025

The additional unfunded capacity projects shown in **Table 6** are included in the Comprehensive Plan to anticipate right-of-way and coordination needs beyond 2025. These improvements are needed to serve future growth that may occur as land is fully developed, consistent with the land use element of the Comprehensive Plan. These projects are not eligible for the current impact fee.

Table 6. Unfunded Capacity Projects Needed beyond 2025

Updated Project #	Project	V/C[1] or LOS	Length (Miles)	Cost	Capacity Explanation
Road Projects					
502	40th Undercrossing of I-5 between 204th Street/Larch and 40th Avenue	NA	NA	$47,000,000	New connection across I-5, beyond 2025
503	196th Street Improvements - Phase 3 from Scriber Lake Road to 48th Avenue	0.96	0.20	$15,911,815	Add lanes, beyond 2025
507	I-5/44th Ave W Interchange (incl. Braids) between I-5 and 44th Avenue	NA	NA	$150,000,000	Identified in Access Study, beyond 2025
508	NB I-5 Braided Ramps between 196th Street and I-405	NA	NA	$50,000,000	Identified in Access Study, beyond 2025
305	200th Street Improvements from 64th Avenue to 48th Avenue	0.88	1.01	$7,172,000	Add lanes

Updated Project #	Project	V/C[1] or LOS	Length (Miles)	Cost	Capacity Explanation
Intersection Projects					
281	188th Street SW and 44th Avenue W	D	NA	$615,000	Construct traffic signal
288	198th Street and 40th Avenue W	D	NA	$615,000	Construct traffic signal
291	Alderwood Mall Parkway and Poplar way	D	NA	$615,000	Construct traffic signal
Total				**$271,928,815**	

2.7 Cost of Growth Projects

Table 7 summarizes the allocation of costs for all comprehensive plan projects within the categories listed previously. The portion attributed to future growth by 2025 is shown to be $166,864,616 in 2009 dollars.

Table 7. Summary of Comprehensive Plan Projects

No.	Type of Project	Number of Projects	2009 Base Year Cost
1	Non-Capacity Projects and Existing Deficiencies	93	$43,222,309
2	Capacity Projects in Near Term (by 2025)	20	$166,864,616
3	Capacity Projects in Long Term (beyond 2025)	86	$314,390,902
Total		**121**	**$524,477,827**

2.8 Foreseeable Public Revenues

2.8.1 *Existing Funding Sources for Transportation:*

The following funding sources are currently available or are being considered for transportation facilities:

- Federal and state grants and general fun
- Sale tax
- License tab fee and other

The City's annual revenues for capital improvements on streets and highways totaled approximately $5.2 million in the years 2003-2009, as shown in **Table 8.**

Table 8. Annual Capital Improvement Revenues (2003-2009)

Revenue Source	Amount
Grants and General Fund	$2,500,000
Sale Tax	$2,000,000
License Tab Fee and other	$714,519
Average Public Funds/Year	**$5,214,519**

The "20-year" planning horizon is now associated with the year 2025 in current transportation plans, and is therefore 20 years from the planning base year of 2005. An average rate of public revenue generation of approximately $5.2 million per year from 2009 until 2025 is projected, based on the assumption that the City will be successful in garnering additional state, federal, and regional funds in the future at roughly the same rate as in previous years. This figure is in terms of 2009 dollars, not accounting for future inflation. In future years, the adopted impact fee schedule should be updated according to an index of current construction costs to keep pace with future inflation. Current economic weakness and revenue shortfall at the state level could reduce this annual amount in the near future, but it is still reasonable to assume that, over the entire 16-year period, the past trend can be maintained.

Based on these assumptions, the foreseeable public revenue sources from 2009 to 2025 total, for capacity purposes, is estimated as $83,432,308:

($5,214,519 per year) x 16 years = $83,432,308

2.9 Unfunded Costs of Growth

Under GMA, the impact fee rate charged to developments must be less than the total cost of construction. This is because the impact fee can be no more than the *unfunded cost* of growth-related improvements. The law also requires that the public sector share cannot be zero; i.e., cities and counties are required to allocate some public funds to the construction of roads needed for growth. The analysis above demonstrates the amount of funding that may be anticipated to arise from all potential public sector sources.

The method to calculate the unfunded share needed from the private sector is shown as follows:

Unfunded share (%) = 100 x (1 – Public funds / Total cost)

Table 9 shows the calculation of unfunded costs from the preceding assumptions.

Table 9. Public and Private Shares of Capital Costs

Item	Amount (in 2009 dollars)
Future rate of public dollars per year available for road capacity	$5,214,519
Total public funds projected to be available over 16 years	$83,432,308
Total estimated cost of capacity improvements needed for growth over 16 years	$166,864,616
Unfunded amount needed from the private sector over 16 years	$83,432,308
Unfunded amount needed from the private sector as percent of total	**50%**

3.0 DEMAND ANALYSIS

The amount of travel growth over which the unfunded growth costs can be distributed is determined next.

3.1 Travel Demand Modeling

The traditional four-step travel demand modeling process begins with an allocation of land use (i.e., houses and commercial developments) to small areas called Traffic Analysis Zones. The four modeling steps to forecast traffic volumes from land use are (a) trip generation, (b) trip distribution, (c) mode choice, and (d) traffic assignment. This complex modeling process is performed initially for existing conditions to calibrate the traffic model so that it replicates existing traffic counts. This calibrated model is then used to forecast traffic conditions for future-year growth scenarios.

Trip generation was calculated in VISUM network to apply the trip generation rates for all land use categories, in all traffic analysis zones, to the inventory of land use in each traffic analysis zone. Trip generation rates for most common land use categories are derived from the Institute of Transportation Engineers (ITE) *Trip Generation* manual; however, adjustments are made to the ITE trip rate to properly discount for pass-by trips with few or no impacts on the road system. The trip distribution and traffic assignment process were completed in VISUM.

Transit mode shares for existing conditions are low in Lynnwood, and not directly modeled. Instead, the net effect of transit and ridesharing reductions is embodied in the trip generation rates as calibrated to existing conditions in Lynnwood. The future capacity needs in the Comprehensive Plan were then identified from the forecast volumes for 2025 assuming no significant change in mode choice, to be conservative.

Table 10 provides an overview of trip generation rates for certain common classes of development, based on the more detailed information provided in **Appendix B**. The trip rates shown in **Table 10** are the result of taking into consideration pass-by trips associated with their respected land use.

Table 10. Overview of Trip Generation Rates

Land Use Name	Unit	Trips per Peak Hour per Unit
Single Family Residential	Dwelling Unit	0.949
Multi-Family Residential	Dwelling Unit	0.55
Retail	Job	1.81
Mall	Job	0.81
Financial + Insurance + Real Estate + Service	Job	0.55
Government	Job	0.53
Education	Job	0.3
Wholesale + Trade + Communications + Utilities	Job	0.23
Manufactory	Job	0.23
Entertainment	Job	0.33
College	Student	0.038
School other than College	Student	0
Hotel	Room	0.62
Park and Ride	Parking Space	0.42

3.2 Demand Measured by Vehicle Miles of Travel (VMT)

The simplest way to measure the impacts due to developments on the City of Lynnwood's road system is in units of net generated trips (after pass-by discounts); however, a more accurate measure of the impact of trips on the complete road system also considers the length of roadway used by each new trip. This is quantified in terms of Vehicle-Miles of Travel (VMT) instead of trips. VMT is simply the product of net new trips generated, multiplied by the average length of trips. VMT measures the total usage of a road or the entire system, and can be compared in the aggregate to capacity miles for any road or the entire system.

Measurement of travel in terms of VMT has several advantages for the purpose of transportation impact fees:

- Supply and demand are measured in the same terms. Capacity improvements (supply) are individually measured as vehicle-miles of new capacity, and summed in the same terms. Travel forecasts (demand) are described in terms of VMT as well.
- VMT share analysis assures that developments are charged for their actual usage of the road system in direct proportion to their trip lengths.
- Travel impacts can be distributed to separate areas of the city of Lynnwood to account for various trip length factors for each subarea, if desired.
- External trip travel through Lynnwood (without stopping) can be measured in terms of VMT demand added to the city road system.

- The internal city VMT and external through VMT combine to equal the total travel on the citywide system. The shares of future capital costs can be allocated in direct proportion to the VMT share for each subarea of Lynnwood as well as external through trips.

3.3 Traffic Model Forecasts

The City of Lynnwood's 2008 Comprehensive Plan update utilized traffic model forecasts for 2025. These forecasts justify the capacity improvements needed for the planned land use growth in Lynnwood and surrounding areas by 2025.

In order to compare the forecasted growth in 2025 with existing conditions, 2005 traffic counts for the city of Lynnwood were used as being the most current set of citywide data. The 2005 traffic count data was then calibrated with the traffic model (as described previously in 3.1 Traffic Demand Modeling) to obtain existing conditions in the model, where existing conditions represent 2005. Data from 2005 and 2025 will be used throughout the rest of this report to determine the amount of future growth over which the unfunded costs are to be distributed.

3.4 External Through Trips

The traffic model accounts for all travel on Lynnwood roads, whether generated within the city or outside the city. Some city-generated trips travel to external areas, while some city-generated trips travel to destinations within the city. Externally-generated trips may travel to city destinations, or pass through Lynnwood without stopping. Each of these cases is addressed differently for impact fee purposes. First, the external through trips are accounted for.

Trips from external areas that travel through Lynnwood without stopping have comparatively long trip lengths in the VMT analysis. They travel from one end of the city to the other, frequently using east-west corridor SR 524 (196th Street) and the north-south corridors of SR 99 and 44th Avenue. The external through-trip growth is related to external development trends in the region, in particular the cities of Edmonds to the west, Mountlake Terrace to the south, and Mukilteo to the north. The forecasted level of growth in the external area used in the traffic model was derived from the Puget Sound Regional Council (PSRC) forecasts. **Table 11** provides a summary of external through trips in Lynnwood for 2005 and 2025.

Table 11. External Through Trips

Source	2005 Trips	2005 VMT	2025 Trips	2025 VMT	Trip Growth	VMT Growth
Through	4,623	5,784	7,108	10,292	2,485	4,508

3.5 Discount for Trips Internalized within Lynnwood

Trip generation calculations inevitably double-count trips that both begin in Lynnwood and end in Lynnwood. If this effect is not accounted for, impact fees assessed to residential developments and commercial developments within the city would be charged twice for the same trip between two such locations. To eliminate double-counting, Lynnwood-generated trips must be discounted for impact fee purposes. The traffic forecasting model provides the data needed to make intra-city adjustments in terms of trips affected and VMT attributable to intra-city trips.

The results of the intra-city adjustment calculations from the traffic forecasting model are displayed in **Table 12** and **13**, for 2005 and 2025, respectively. Internalization of trips within Lynnwood is 11 percent in both 2005 and 2025.

Table 12. 2005 PM Peak Hour Trip

Source	Total Trip	Intra-City Adjustment Factor	Intra-City Trip	Net Trip
Lynnwood	32,982	11%	3,697	29,286
Through	4,623	0%	0	4,623
Total	**37,605**		**3,697**	**33,909**

Table 13. 2025 PM Peak Hour Trip

Source	Total Trip	Intra-City Adjustment Factor	Intra-City Trip	Net Trip
Lynnwood	49,677	11%	5,686	43,991
Through	7,108	0%	0	7,108
Total	**56,785**		**5,686**	**51,099**

3.6 Net Growth Forecast

The difference between **Table 14** and **15** is the net future growth VMT of travel demand. This net future growth will be used for impact fee purposes. **Table 16** summarizes the same results, both in terms of net trips and net VMT growth.

Table 14. 2005 PM Peak Hour VMT

Source	Total VMT	Intra-City Adjustment Factor	Intra-City VMT	Net VMT
Lynnwood	43,906	11%	4,983	38,923
Through	5,784	0%	0	5,784
Total	**49,690**		**4,983**	**44,706**

Table 15. 2025 PM Peak Hour VMT

Source	Total VMT	Intra-City Adjustment Factor	Intra-City VMT	Net VMT
Lynnwood	66,505	11%	7,021	59,484
Through	10,292	0%	0	10,292
Total	**76,797**		**7,021**	**69,776**

Table 16. Net PM Peak Hour Growth Forecast 2005-2025

Source	Basis: Net Trips			Basis: Net VMT		
	2005	2025	Growth	2005	2025	Growth
Lynnwood	29,286	43,991	14,705	38,923	59,484	20,562
Through	4,623	7,108	2,485	5,784	10,292	4,508
Total	**33,909**	**51,099**	**17,190**	**44,706**	**69,776**	**25,070**

The total citywide trip growth between 2005 and 2025 is 17,190 trips, of which the external through trip portion is 2,485 trips, or 14.5 percent. The total citywide VMT growth between 2005 and 2025 is 25,070 VMT, of which the external through trip portion is 4,508 VMT, or 18 percent. These are outlined in **Table 17**.

Table 17. 2005-2025 PM Peak Hour VMT Share of Growth

Source	Trip Growth	Share of Growth	VMT Growth	Share of Growth
Lynnwood	14,705	85.5%	20,562	82.0%
Through	2,485	14.5%	4,508	18.0%
Citywide	**17,190**	**100%**	**25,070**	**100%**

3.7 Net Unfunded Cost per Trip

To summarize the results of previous tables, the total cost of capacity improvements needed for growth by 2025, in 2009 dollars, is approximately $167 million. The unfunded cost not covered by foreseeable public revenues is almost $83.5 million, or 50 percent of the total. The impact fee schedule is intended to recover this cost from private developments over the 16-year period to 2025.

Tables 18 and **19** go through the remaining steps in determining the impact fee schedule. **Table 18** shows the allocation of costs based on VMT. Using the cost per VMT so derived, **Table 19** relates this cost to Lynnwood trips. Finally, by dividing the total allocation of costs among the total trip growth for each source, this results in a cost per generated trip.

Table 18. Allocation of Costs to Travel Growth (VMT)

Source	Total Growth Cost	VMT Growth	Cost per VMT Added
Total	$166,864,616	20,562	$8,115

Table 19. Private Sector Cost Allocation for PM Peak Hour Trips

Trip Source	Growth in VMT	Cost per VMT Added	Cost of Capacity Needed for Growth	Private Sector Share	Private Sector Cost Allocation	Trip Growth	Cost/Trip (PM Pk Hr)
Lynnwood	20,562	$8,115	$166,864,616	50.00%	$83,432,308	14,705	$5,674

3.8 Alternate Fee Calculation for Subareas within Lynnwood

It is legally acceptable to establish the impact fee for all developments in Lynnwood on a flat citywide fee basis that uses one fee rate per VMT for all development types, regardless of where located. It is also permissible, however, to add further precision to the impact fee schedule by considering subareas within Lynnwood Subarea fee systems that more accurately account for differences in the average trip length generated in separate areas of a city. This alternative approach is described next.

To analyze a subarea fee system, the city of Lynnwood was divided into eight subareas and two zones, as illustrated in **Figure 3.** The average trip length was determined for each subarea, i.e., the average miles of travel on city streets for trips originating from the subarea.

This analysis revealed that the majority residential areas named Zone B (Subareas 1, 2, 3, 4, 5, and 6) had much longer trip lengths than the majority commercial areas named Zone A (Subareas 7 and 8). This difference in trip lengths between residential areas Zone B and commercial areas Zone A is reasonable, considering that work-commute trips in particular are heavily oriented to and from areas (i.e., employment centers such as Alderwood Mall and City Center).

The net growth of trips and trip lengths between 2005 and 2025 for Zones A and B can be observed in **Table 20**. The intra-city adjustments have been excluded. The average trip lengths have been converted into relative trip length on the basis of one in the city of Lynnwood.

Figure 3. Location of Eight Subareas in the City of Lynnwood

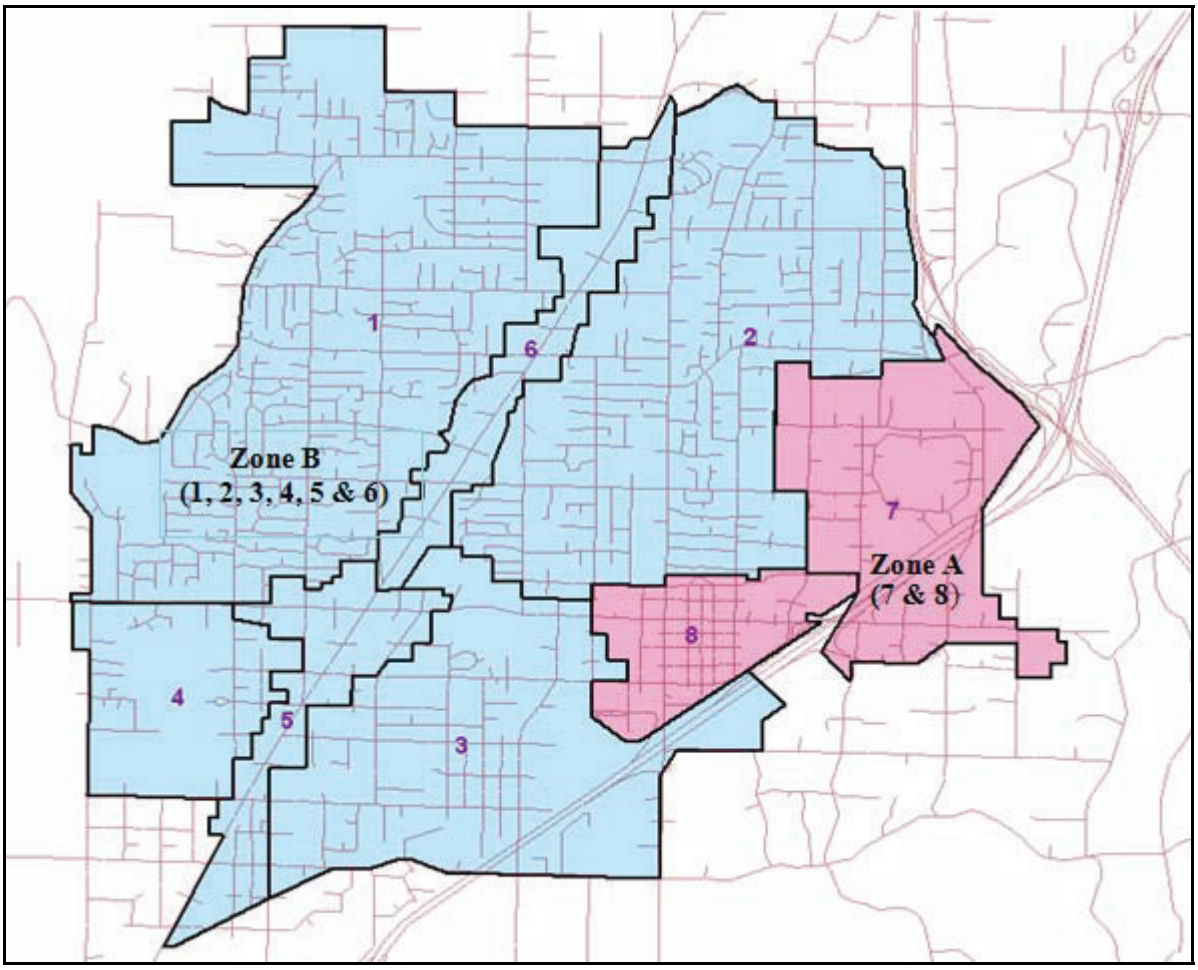

Table 20. Subarea and Zone Trip Length Factor

Subarea	2005 Trips	2025 Trips	2005 VMT	2025 VMT	Net Trip Growth	Net VMT Growth	Average Trip Length	Relative Trip Length*
Zone A	**13,099**	**24,794**	**15,121**	**29,817**	**11,695**	**14,696**	**1.26**	**0.90**
7	6,535	8,734	7,124	8,545	2,199	1,422	0.65	0.46
8	6,564	16,060	7,997	21,271	9,496	13,274	1.40	1.00
Zone B	**16,186**	**19,196**	**23,801**	**29,667**	**3,010**	**5,866**	**1.95**	**1.39**
1	2,784	2,996	5,157	5,718	213	562	2.64	1.89
2	2,253	2,471	3,077	3,378	218	301	1.38	0.99
3	3,654	3,962	4,213	5,004	309	791	2.56	1.83
4	1,599	1,782	2,661	3,177	183	516	2.81	2.01
5	2,775	3,789	3,998	5,907	1,014	1,910	1.88	1.35
6	3,123	4,196	4,696	6,482	1,073	1,786	1.66	1.19
Total	**29,285**	**43,990**	**38,922**	**59,484**	**14,705**	**20,562**	**1.40**	**1.00**

* Relative trip length has been converted from average trip length by dividing by 1.40.

Table 21 demonstrates the difference in average trip length between Zone A and Zone B. The average trip length is derived from the growth VMT divided by growth trips. The ratio of the subarea average growth trip length to the citywide average growth trip length becomes the relative trip length factor for each zone. This relative trip length factor is used to modify the citywide fee rate for each zone, which is described below and shown in **Table 21**.

Table 21. City Zone PM Peak Hour Relative Trip Length Factor

City Subarea	Growth Trips	Growth VMT	Average Growth Trip Length (Miles)	Relative Trip Length Factor
Zone A	11,695	14,696	1.26	0.90
Zone B	3,010	5,866	1.95	1.39
Lynnwood	**14,705**	**20,562**	**1.40**	**1.00**

To finalize the alternate fee calculation, **Table 22** uses the relative trip length factor, in combination with peak hour fee rates determined previously, to establish the cost per PM peak hour trip for each larger zone.

Table 22. City Zone Cost Allocation

City Subarea	Relative Trip Length Factor	Citywide Cost/PM peak Trip	Cost/PM peak Trip
Zone A	0.90	$5,674	$5,107
Zone B	1.39		$7,887

4.0 IMPACT FEE EXAMPLE CALCULATION

4.1 Travel Impact

The impact on roads generated by any specific development is calculated as follows:

Travel Impact = [Development Units] x [Trip Generation Rate / Unit]

Example:
Development = 20 single-family dwellings
Trip Generation Rate = 1.01 PM peak trips generated / single-family dwelling
Travel Impact = 20 x 1.01 = 20 PM peak trips

Trip generation rates vary by the type of development. Pre-calculation of these variables is the substance of the appendices.

4.2 Impact Fee Schedule – Option 1 (Citywide Fee)

The impact fee schedule for the citywide fee analysis (**Table 19**) is:

$5, 674 / PM peak citywide trip

The impact fee that is charged to the development is equal to the size of the development, multiplied by this standard fee rate per trip:

Impact Fee = [Travel Impact] x [Standard Fee Rate]

Example (for a development in Lynnwood):
Impact = 20 PM peak trips
Fee rate = $5,674 / PM peak trip
Fee = 20 PM peak trips x $5,674 / PM peak trip = $113,480

4.3 Impact Fee Schedule – Option 2 (Subarea Fee)

The impact fee schedule derived from the subarea fee analysis in **Table 22** is listed as follows:

Zone A: $5,107 / PM peak trip generated in Zone A

Zone B: $7,887 / PM peak trip generated in Zone B

The impact fee that is charged to the development is equal to the travel impact calculated above, multiplied by the specific zone fee rate per trip. Within Lynnwood the results are:

Zone A: Fee = 20 PM peak trips x $5,107 / PM peak trips = $102,140

Zone B: Fee = 20 PM peak trips x $7,887 / PM peak trips = $157,740

Appendix A – Impact Fee Worksheet

Appendix A
Worksheet for Transportation Impact Fee of New Development - Option 2
on the Arterial System of the City of Lynnwood, WA.

Pursuant to Ordinance No. 2850

Development Name:

Street Location:

City Case Number:

Size of Development:

Residential : Enter number of dwelling units: **(a)**

Other: Enter building square feet / 1000, or other unit if applicable. (see Table 1)

units:

Enter ITE Land Use Code (or word description) from Table 1 columns 1-2, for reference:

ITE L.U. Code:

Transportation Impact Fee Rate per Unit of Development:

Enter corresponding Fee per Land Use Unit from Table 1 last column: **(b)**

Note: Fee rate per Land Use Unit is based on adopted Fee per Vehicle-Mile of impact at top of Table 1.

Citywide Average Fee:

Multiply factors together: **(a) x (b) =** **(c)**

Subarea Adjustment Factor:

Zone A **0.90 (d)**

Zone B **1.39 (e)**

Either (d) or (e) = **(f)**

Multiply Citywide Average Fee x Subarea Adjustment Factor: **(c) x (f) =** **(g)**

Total Fee Due for this Development: **(g)**

Appendix B – Trip Rate Table for Zones A and B

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = 5,107

This table uses ITE [3] driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. [9]

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT	
RESIDENTIAL	***Signature elements: places where people live with active lifestyles. Afternoon peak hour traffic is mainly inbound.***							
Single-family (detached) dwelling	210	Dwelling	214	1.01	0%	1.01	**5,158**	
Duplex (detached) dwelling	use 210	Dwelling	same	1.01	0%	1.01	**5,158**	
Multi-family, 3+ bedrooms	use 231	Dwelling	234	0.78	0%	0.78	**3,983**	
Multifamily, under 3 bedrooms	blend 220, 221, 230	Dwelling	250	0.60	0%	0.60	**3,064**	
Mobile Home Park	240	Dwelling	168	0.56	0%	0.56	**2,860**	
Self-contained Retirement Community [7]	251	Dwelling	862	0.26	0%	0.26	**1,328**	
Senior Adult Housing-Attached	252	Dwelling	147	0.11	0%	0.11	**562**	
Congregate Care Facility, Nursing Home, Elderly Housing (Attached)	*please see Non-Retail, assisted living facilities*							
NONRETAIL	***Signature elements: places where most traffic is generated by employees, rather than customers, patrons or residents. Includes some public facilities and some assisted-living types of residential***							
Employment Centers								
Office Building (single building)	blend 710, 714, 715	1000 sq. ft.	150-300	1.50	0%	1.50	**7,661**	
Office Park (multiple buildings)	750	1000 sq. ft.	370	1.50	0%	1.50	**7,661**	
Business Park (multiple buildings)	770	1000 sq. ft.	379	1.29	0%	1.29	**6,588**	
Research & Development Center	760	1000 sq. ft.	306	1.08	0%	1.08	**5,516**	%T[10]
General Light Industrial	110	1000 sq. ft.	357	0.98	0%	0.98	**5,005**	%T[10]
Industrial Park	130	1000 sq. ft.	447	0.86	0%	0.86	**4,392**	%T[10]
Manufacturing	140	1000 sq. ft.	325	0.74	0%	0.74	**3,779**	%T[10]
General Heavy Industrial	120	1000 sq. ft.	1544	0.68	0%	0.68	**3,473**	%T[10]
Trucking and Storage Facilities								
Warehousing (industrial)	150	1000 sq. ft.	354	0.47	0%	0.47	**2,400**	%T[10]
Miniwarehouse (self-service storage)	151	1000 sq. ft.	58	0.26	0%	0.26	**1,328**	
High-Cube Warehouse	152	1000 sq. ft.	302	0.10	0%	0.10	**511**	%T[10]
Truck Terminal	30	**Acres**	12	6.55	0%	6.55	**33,451**	%T[10]
Institutions								
Church, with weekday programs	560	1000 sq. ft.	17	2.00	20%	1.60	**8,171**	
School, high	530	1000 sq. ft.	225	1.02	10%	0.92	**4,688**	
Church, no weekday programs	560	1000 sq. ft.	17	0.40	0%	0.40	**2,043**	
School, elementary and junior-high	520	1000 sq. ft.	55	0.20	20%	0.16	**817**	
Assisted Living Facilities								
Nursing Home	620	**Beds**	99	0.22	10%	0.20	**1,011**	
Congregate Care Facility, Elderly Housing (Attached)	253	**Living unit**	164	0.17	10%	0.15	**781**	

Notes:

(1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"

(2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.

(3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differe

(4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road sy

(5) Net New Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).

(6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.

(7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a sm
For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL

(8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.

(9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.

(10) This land use generates heavy truck travel. Truck surcharge must be calculated.

(11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = 5,107

This table uses ITE [3] driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. [9]

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT
RETAIL	***Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities***						
Automobile-related Sales							
Auto Parts Sales	843	1000 sq. ft.	8	5.98	50%	2.99	**15,270**
Auto Care Center (multiple stores)	942	1000 sq. ft.	12	3.38	20%	2.70	**13,809**
Car Sales, New and Used	841	1000 sq. ft.	30	2.80	10%	2.52	**12,870**
Automobile Servicing							
Tire Store	848, 849	***V.S.P.*** [1]	8	3.32	50%	1.66	**8,478**
Service Station no Minimart	944	***V.S.P.*** [1]	8	14.56	80%	2.91	**14,872**
Carwash	947	***V.S.P.*** [1]	7	5.54	50%	2.77	**14,146**
Service Station with Minimart	945	***V.S.P.*** [1]	10	13.38	80%	2.68	**13,666**
Quick-Lube Vehicle Servicing	941	***V.S.P.*** [1]	2	5.19	50%	2.60	**13,253**
Social-Recreational Activities							
Drinking Place (pub, tavern, bar)	936	1000 sq. ft.	4	11.34	20%	9.07	**46,331**
Restaurant, fast food	934	1000 sq. ft.	4	34.64	80%	6.93	**35,381**
Library	590	1000 sq. ft.	16	7.09	10%	6.38	**32,588**
Restaurant, quality	931	1000 sq. ft.	9	7.49	20%	5.99	**30,601**
Restaurant, sit-down	932	1000 sq. ft.	6	10.92	50%	5.46	**27,884**
Lodge, Fraternal Organization, with dining facilities	591	1000 sq. ft.	n/a	6.00	10%	5.40	**27,578**
Health/Fitness Club	492	1000 sq. ft.	36	4.05	10%	3.65	**18,615**
Bowling Alley	437	1000 sq. ft.	24	3.54	10%	3.19	**16,271**
Recreational Community Center	495	1000 sq. ft.	65	1.64	10%	1.48	**7,538**
Racquet/Tennis Club	491	1000 sq. ft.	48	0.84	10%	0.76	**3,861**

Notes:

(1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"

(2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.

(3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differe

(4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road sy

(5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).

(6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.

(7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a sm
For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL

(8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.

(9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.

(10) This land use generates heavy truck travel. Truck surcharge must be calculated.

(11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone A

Fee Rate per Peak Hour Trip = 5,107

This table uses ITE [3] driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. [9]

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT
RETAIL	***Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities***						
Community Retail focus							
Bank, walk-in	911	1000 sq. ft.	5	33.15	65%	11.60	**59,254**
Bank, drive-in	912	1000 sq. ft.	4	45.74	75%	11.44	**58,399**
Convenience Market	851 - 853	1000 sq. ft.	3	50.00	85%	7.50	**38,303**
Hardware, paint store	816	1000 sq. ft.	21	4.84	25%	3.63	**18,538**
Shopping Ctr, under 65,000 sq. ft.[6]	820	1000 sq. ft.	50	4.80	50%	2.40	**12,257**
Building Materials & Lumber Store	812	1000 sq. ft.	11	4.49	20%	3.59	**18,344**
Apparel Store	870	1000 sq. ft.	5	3.83	20%	3.06	**15,648**
Video Rental Store	896	1000 sq. ft.	7	13.60	55%	6.12	**31,255**
Supermarket, discount supermarket	850, 854	1000 sq. ft.	62	11.00	45%	6.05	**30,897**
Pharmacy/Drug Store	880, 881	1000 sq. ft.	13	8.52	30%	5.96	**30,458**
Specialty retail center (strip mall)	814	1000 sq. ft.	105	2.71	20%	2.17	**11,072**
Destination Retail focus							
Discount Club (membership warehouse store)	861	1000 sq. ft.	112	4.24	20%	3.39	**17,323**
Electronics Superstore	863	1000 sq. ft.	37	4.50	30%	3.15	**16,087**
Freestanding Discount Store	815	1000 sq. ft.	111	5.06	30%	3.54	**18,089**
Toy / Children's Superstore	864	1000 sq. ft.	46	4.99	30%	3.49	**17,839**
Free-standing Discount Superstore	813	1000 sq. ft.	154	3.87	20%	3.10	**15,811**
Home improvement superstore	862	1000 sq. ft.	100	2.45	10%	2.21	**11,261**
Factory Outlet Center	823	1000 sq. ft.	146	2.29	10%	2.06	**10,526**
Furniture Store	890	1000 sq. ft.	67	0.46	10%	0.41	**2,114**
Nursery (Garden Center)	817	**Acres**	4	7.52	10%	6.77	**34,564**
Nursery (Wholesale)	818	**Acres**	24	0.53	10%	0.48	**2,436**
SPECIAL CASES	***Signature elements: Characteristics not closely matched to groups above.***						
State Motor Vehicles / Licensing Agency	731	1000 sq. ft.	10	17.09	30%	11.96	**61,095**
US Post Office	732	1000 sq. ft.	31	10.89	60%	4.36	**22,246**
Medical/Dental Office or Clinic	630, 720	1000 sq. ft.	71	3.66	10%	3.29	**16,822**
Day Care	565	1000 sq. ft.	4	13.18	80%	2.64	**13,462**
Hospital	610	1000 sq. ft.	500	1.18	10%	1.06	**5,424**
Hotel/Motel - no convention facilities	310-312, 320	***Total Rooms*** [2]	200	0.53	10%	0.48	**2,436**

Notes:

(1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"

(2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.

(3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differe

(4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road sy

(5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).

(6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.

(7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a sm
For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL

(8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.

(9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.

(10) This land use generates heavy truck travel. Truck surcharge must be calculated.

(11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone B

Fee Rate per Peak Hour Trip = 7,887

This table uses ITE [3] driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. [9]

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT	
RESIDENTIAL	***Signature elements: places where people live with active lifestyles. Afternoon peak hour traffic is mainly inbound.***							
Single-family (detached) dwelling	210	Dwelling	214	1.01	0%	1.01	**7,966**	
Duplex (detached) dwelling	use 210	Dwelling	same	1.01	0%	1.01	**7,966**	
Multi-family, 3+ bedrooms	use 231	Dwelling	234	0.78	0%	0.78	**6,152**	
Multifamily, under 3 bedrooms	blend 220, 221, 230	Dwelling	250	0.60	0%	0.60	**4,732**	
Mobile Home Park	240	Dwelling	168	0.56	0%	0.56	**4,417**	
Self-contained Retirement Community [7]	251	Dwelling	862	0.26	0%	0.26	**2,051**	
Senior Adult Housing-Attached	252	Dwelling	147	0.11	0%	0.11	**868**	
Congregate Care Facility, Nursing Home, Elderly Housing (Attached)	*please see Non-Retail, assisted living facilities*							
NONRETAIL	***Signature elements: places where most traffic is generated by employees, rather than customers, patrons or residents. Includes some public facilities and some assisted-living types of residential***							
Employment Centers								
Office Building (single building)	blend 710, 714, 715	1000 sq. ft.	150-300	1.50	0%	1.50	**11,831**	
Office Park (multiple buildings)	750	1000 sq. ft.	370	1.50	0%	1.50	**11,831**	
Business Park (multiple buildings)	770	1000 sq. ft.	379	1.29	0%	1.29	**10,174**	
Research & Development Center	760	1000 sq. ft.	306	1.08	0%	1.08	**8,518**	%T[10]
General Light Industrial	110	1000 sq. ft.	357	0.98	0%	0.98	**7,729**	%T[10]
Industrial Park	130	1000 sq. ft.	447	0.86	0%	0.86	**6,783**	%T[10]
Manufacturing	140	1000 sq. ft.	325	0.74	0%	0.74	**5,836**	%T[10]
General Heavy Industrial	120	1000 sq. ft.	1544	0.68	0%	0.68	**5,363**	%T[10]
Trucking and Storage Facilities								
Warehousing (industrial)	150	1000 sq. ft.	354	0.47	0%	0.47	**3,707**	%T[10]
Miniwarehouse (self-service storage)	151	1000 sq. ft.	58	0.26	0%	0.26	**2,051**	
High-Cube Warehouse	152	1000 sq. ft.	302	0.10	0%	0.10	**789**	%T[10]
Truck Terminal	30	**Acres**	12	6.55	0%	6.55	**51,660**	%T[10]
Institutions								
Church, with weekday programs	560	1000 sq. ft.	17	2.00	20%	1.60	**12,619**	
School, high	530	1000 sq. ft.	225	1.02	10%	0.92	**7,240**	
Church, no weekday programs	560	1000 sq. ft.	17	0.40	0%	0.40	**3,155**	
School, elementary and junior-high	520	1000 sq. ft.	55	0.20	20%	0.16	**1,262**	
Assisted Living Facilities								
Nursing Home	620	**Beds**	99	0.22	10%	0.20	**1,562**	
Congregate Care Facility, Elderly Housing (Attached)	253	**Living unit**	164	0.17	10%	0.15	**1,207**	

Notes:

(1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"

(2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.

(3) Institution of Transportation Engineers, Trip Generation, 7th edition. Some ITE rates are smoothed and averaged to eliminate statistically insignificant differe

(4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road sy

(5) Net New Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).

(6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.

(7) A retirement community is "self-contained" only if it provides a full range of facilities on-site for medical care, recreation, shopping, dining, etc. similar to a sm
For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL

(8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.

(9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.

(10) This land use generates heavy truck travel. Truck surcharge must be calculated.

(11) Units expressed as 1000 sq. ft. refer to habitable gross building area, not land area. Units expressed as "acres" refer to land area.

Appendix B. Traffic Impact Rate Table For Zone B

Fee Rate per Peak Hour Trip = 7,887

This table uses ITE [3] driveway trip rates, with adjustments, to derive the net new impact per unit of development, in trips. See ITE for details of land use categories. [9]

ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT
RETAIL	***Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities***						
Automobile-related Sales							
Auto Parts Sales	843	1000 sq. ft.	8	5.98	50%	2.99	**23,582**
Auto Care Center (multiple stores)	942	1000 sq. ft.	12	3.38	20%	2.70	**21,326**
Car Sales, New and Used	841	1000 sq. ft.	30	2.80	10%	2.52	**19,875**
Automobile Servicing							
Tire Store	848, 849	***V.S.P.*** [1]	8	3.32	50%	1.66	**13,092**
Service Station no Minimart	944	***V.S.P.*** [1]	8	14.56	80%	2.91	**22,967**
Carwash	947	***V.S.P.*** [1]	7	5.54	50%	2.77	**21,847**
Service Station with Minimart	945	***V.S.P.*** [1]	10	13.38	80%	2.68	**21,106**
Quick-Lube Vehicle Servicing	941	***V.S.P.*** [1]	2	5.19	50%	2.60	**20,467**
Social-Recreational Activities							
Drinking Place (pub, tavern, bar)	936	1000 sq. ft.	4	11.34	20%	9.07	**71,551**
Restaurant, fast food	934	1000 sq. ft.	4	34.64	80%	6.93	**54,641**
Library	590	1000 sq. ft.	16	7.09	10%	6.38	**50,327**
Restaurant, quality	931	1000 sq. ft.	9	7.49	20%	5.99	**47,259**
Restaurant, sit-down	932	1000 sq. ft.	6	10.92	50%	5.46	**43,063**
Lodge, Fraternal Organization, with dining facilities	591	1000 sq. ft.	n/a	6.00	10%	5.40	**42,590**
Health/Fitness Club	492	1000 sq. ft.	36	4.05	10%	3.65	**28,748**
Bowling Alley	437	1000 sq. ft.	24	3.54	10%	3.19	**25,128**
Recreational Community Center	495	1000 sq. ft.	65	1.64	10%	1.48	**11,641**
Racquet/Tennis Club	491	1000 sq. ft.	48	0.84	10%	0.76	**5,963**

Notes:

(1) V.S.P. (Vehicle Servicing Position) = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"

(2) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Excludes facilities with major restaurants and meeting places.

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(4) Pass-by Diversion Reduction eliminates trips diverted from the stream of traffic "passing by" a retail site, which add no vehicle-miles of impact on the road sy

(5) Net New VMT Impact Trip Rate = ITE Gross Trip Rate * (1 - % Pass-by).

(6) For shopping centers over 65,000 sq. ft., see ITE for logarithmic trip rate formula.

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For "assisted living" retirement facilities serving the non-driving elderly with caregivers employed on-site, use Congregate Care Centers under NON-RETAIL

(8) Average size of developments comprising the ITE database. May be useful to distinguish between otherwise similar-sounding classes.

(9) Trip rate for any land use not covered by this table shall be determined by the Director of Public Works.

(10) This land use generates heavy truck travel. Truck surcharge must be calculated.

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ITE LAND USE NAME	ITE LAND USE CODE	ITE LAND USE UNIT [11]	ITE AVERAGE SIZE [9]	ITE GROSS TRIP RATE / UNIT [3]	DISCOUNT PASS-BY TRIPS [4]	NET NEW IMPACT RATE / UNIT [5]	FEE PER LAND USE UNIT
RETAIL	***Signature elements: non-residential activity with traffic generated mainly by customers or patrons, not employees. Inbound and outbound are roughly equal most of the day. Some public facilities***						
Community Retail focus							
Bank, walk-in	911	1000 sq. ft.	5	33.15	65%	11.60	**91,509**
Bank, drive-in	912	1000 sq. ft.	4	45.74	75%	11.44	**90,188**
Convenience Market	851 - 853	1000 sq. ft.	3	50.00	85%	7.50	**59,153**
Hardware, paint store	816	1000 sq. ft.	21	4.84	25%	3.63	**28,630**
Shopping Ctr, under 65,000 sq. ft.[6]	820	1000 sq. ft.	50	4.80	50%	2.40	**18,929**
Building Materials & Lumber Store	812	1000 sq. ft.	11	4.49	20%	3.59	**28,330**
Apparel Store	870	1000 sq. ft.	5	3.83	20%	3.06	**24,166**
Video Rental Store	896	1000 sq. ft.	7	13.60	55%	6.12	**48,268**
Supermarket, discount supermarket	850, 854	1000 sq. ft.	62	11.00	45%	6.05	**47,716**
Pharmacy/Drug Store	880, 881	1000 sq. ft.	13	8.52	30%	5.96	**47,038**
Specialty retail center (strip mall)	814	1000 sq. ft.	105	2.71	20%	2.17	**17,099**
Destination Retail focus							
Discount Club (membership warehouse store)	861	1000 sq. ft.	112	4.24	20%	3.39	**26,753**
Electronics Superstore	863	1000 sq. ft.	37	4.50	30%	3.15	**24,844**
Freestanding Discount Store	815	1000 sq. ft.	111	5.06	30%	3.54	**27,936**
Toy / Children's Superstore	864	1000 sq. ft.	46	4.99	30%	3.49	**27,549**
Free-standing Discount Superstore	813	1000 sq. ft.	154	3.87	20%	3.10	**24,418**
Home improvement superstore	862	1000 sq. ft.	100	2.45	10%	2.21	**17,391**
Factory Outlet Center	823	1000 sq. ft.	146	2.29	10%	2.06	**16,255**
Furniture Store	890	1000 sq. ft.	67	0.46	10%	0.41	**3,265**
Nursery (Garden Center)	817	**Acres**	4	7.52	10%	6.77	**53,379**
Nursery (Wholesale)	818	**Acres**	24	0.53	10%	0.48	**3,762**
SPECIAL CASES	***Signature elements: Characteristics not closely matched to groups above.***						
State Motor Vehicles / Licensing Agency	731	1000 sq. ft.	10	17.09	30%	11.96	**94,352**
US Post Office	732	1000 sq. ft.	31	10.89	60%	4.36	**34,356**
Medical/Dental Office or Clinic	630, 720	1000 sq. ft.	71	3.66	10%	3.29	**25,980**
Day Care	565	1000 sq. ft.	4	13.18	80%	2.64	**20,790**
Hospital	610	1000 sq. ft.	500	1.18	10%	1.06	**8,376**
Hotel/Motel - no convention facilities	310-312, 320	***Total Rooms*** [2]	200	0.53	10%	0.48	**3,762**

Notes:

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Appendix C – Existing Deficiencies and Non-Capacity Projects

Appendix C. Non-Capacity / Existing Deficiencies Projects in Near Term (by 2025)

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
Existing Deficiencies							**$ 4,620,000**
282	Intersection Improvements	66th Ave W	212th St SW	Construct traffic signal.	100%	64	$ 615,000
283	Intersection Improvements	52nd Ave W	176th St SW	Construct traffic signal.	100%	62	$ 453,000
284	Intersection Improvements	AMP	196th St SW	Reconstruct w/ add. Capacity.	100%	55	$ 652,000
285	Intersection Improvements	44th Ave W	172nd St SW	Construct traffic signal.	100%	NA	$ 580,000
286	Intersection Improvements	44th Ave W	180th St SW	Construct traffic signal.	100%	NA	$ 580,000
287	Intersection Improvements	50th Ave W	196th St SW	Construct traffic signal.	100%	NA	$ 580,000
289	Intersection Improvements	61st Pl W	212th St SW	Construct traffic signal.	100%	NA	$ 580,000
290	Intersection Improvements	AMP	182nd St SW	Construct traffic signal.	100%	NA	$ 580,000
Non-Capacity Project							$ 31,109,000
500	Sidewalk and Walkway - O & M	City-Wide	City-Wide	Maintenance project; Repair and replace poor condition	0%	NA	$ 800,000
501	Pedestrian Signal	SR 99	180th St SW	Constuct pedestrian signal, not capacity related	0%	36	$ 504,000
504	Traffic Signal Reconstruction	Scriber Lake Roa	196th St SW	Maintenance project, not capacity related	0%	61	$ 325,000
505	SR 99 Corridor Safety Program	164th St SW	218th St SW	Safety project: Misc. safety related projects along the corridor	0%	48	$ 200,000
510	Neighborhood Traffic Calming P	City-Wide	City-Wide	Misc. traffic calming projects,not capacity related	0%	NA	$ 480,000
511	Overlay	City-Wide	City-Wide	Maintenance project, not capacity related	0%	NA	$ 19,200,000
512	Traffic Signal Rebuild	City-Wide	City-Wide	Maintenance project, not capacity related	0%	NA	$ 9,600,000
Total							**$ 35,729,000**

Appendix D – Capacity Project in Near Term (by 2025)

Appendix D. Unfunded Capacity Projects in Near Term (by 2025)

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
Roadway Capacity Projects							$ 163,171,616
292	36th Ave W	Maple Road	164th St SW	Widen lanes; add turn lanes, bike lanes, curb/gutter/sidewalk	100%	53	$ 12,596,000
293	Poplar Extension Bridge	196th St SW	AMB	Construct 5/6 lane bridge over I-5 (new connection)	100%	6	$ 38,408,000
294	33rd Ave W Extension	184th St SW	AMP	New connection through old Lynnwood high school site	100%	8	$ 6,415,000
295	33rd Ave W Extension	33rd Ave W	184th St SW	New connection through mall or H-Mart	100%	NA	$ 9,257,000
296	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Ave W Extension	100%	NA	$ 2,559,000
297	52nd Ave W Improvements	176th St SW	168th St SW	Widen lanes; add turn lanes, bike lanes, curb/gutter/sidewalk	100%	29	$ 2,447,000
298	Beech Road Extension	AMP	Ash Way Underpass	Creates a continuous road behind Kohls and Target	100%	16	$ 3,158,000
299	44th Ave W Improvements	I-5	194th St SW	Add lanes; City Center	100%	69	$ 13,281,000
300	42nd Ave W	200th St SW	194th St SW	Construct new road; City Center	100%	NA	$ 17,648,924
301	204th St SW Extension	68th Ave W	SR 99	Construct new road	100%	19	$ 2,031,000
302	Maple Road Extension	32nd Ave W	AMP	Construct new road	100%	7	$ 1,662,000
303	196th St SW Improvements - Phase 1	48th Ave W	36th Ave W	Add lanes; City Center	100%	67	$ 15,911,815
306	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes; City Center	100%	68	$ 10,860,072
307	194th St SW	40th Ave W	33rd Ave W	Construct new road; City Center	100%	NA	$ 26,936,805
Intersection Capacity Projects							$ 3,083,000
279	Intersection Improvements	28th Ave W	AMB	Construct NB Lt turn pocket and traffic signal; Mall mitigation	100%	60	$ 1,174,000
280	Intersection Improvements	Sears	AMP	Construct SB Rt turn pocket and reconstruct signal; Mall mitigation	100%	NA	$ 1,109,000
309	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)	100%	NA	$ 800,000
Planning Study Projects							$ 610,000
201	Lynnwood Link Trolley Feas. S	ECC, Transit Center, CC, Conv		Feasibility study for transit trolley connecting ECC to Mall	100%	40	$ 100,000
311	Comp Plan/Tran Element/Tran	Bus Plan			100%	NA	$ 510,000
City Center Grid Projects							
310	City Center Street Grid	Master Street Plan		Does not include 42nd, 44th, 194th, 196th, and 200th	0%	70	$ -
Total							$ 166,864,616

Appendix E – Non-Motorized and Impact Fee Eligible Projects

Appendix E. Non - Motorized and Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
200	Sidewalk and Walkway - ADA Ramps	City-Wide	City-Wide	Determine deficient locations and reconstruct to bring into compliance	20%	NA	$ 140,000
202	60th Ave. W	176th St SW	188th St SW	P23 : Add ped facility	20%	NA	$ 492,030
203	180th St SW	56th Ave W	44th Ave W	P74 : Add ped facility	20%	NA	$ 474,138
204	202nd St SW	68th Ave W	SR 99	P100 : Add ped facility	20%	NA	$ 125,832
205	72nd Ave W/ 188th Pl SW	192nd Pl SW	68th Ave W	P4 : Add ped facility	20%	NA	$ 52,640
206	60th Ave. W	188th St SW	SR 99	P22 : Add ped facility	20%	NA	$ 58,800
207	56th Ave W/ 191st St SW	52nd Ave. W	Existing trail off 56th Ave W	P28 : Add ped facility	20%	NA	$ 64,500
208	Spruce Rd	172nd St SW	Maple Rd	P50 : Add ped facility	20%	NA	$ 339,948
209	181st Pl SW / Maple Road	48th Ave W	36th Ave W	P77 : Add ped facility	20%	NA	$ 221,476
210	184th St SW	40th Ave W	Alderwood Mall Pkwy	P79 : Add ped facility	20%	NA	$ 136,320
211	192nd Pl SW / Dale Way	68th Ave W	60th Ave W	P85 : Add ped facility	20%	NA	$ 96,750
212	192nd Pl SW	52nd Ave. W	46th Ave W	P86 : Add ped facility	20%	NA	$ 26,660
213	196th St SW	SR 99	48th Ave W	P92 : Add ped facility	20%	NA	$ 161,028
214	74th Ave W/191st St SW/190th St SW	196th St SW	76th Ave W	P3 : Add ped facility	20%	NA	$ 99,760
215	64th Ave. W	176th St. SW	188th St. SW	P17 : Add ped facility	20%	NA	$ 163,584

Appendix E. Non - Motorized and Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
216	62nd Ave W/ 165th Pl SW/64th Ave W	Lunds Gulch	168th St. SW	P25 : Add ped facility	20%	NA	$ 43,000
217	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	P38 : Add ped facility	20%	NA	$ 24,800
218	48th Ave W	180th St. SW	192nd Pl SW	P40 : Add ped facility	20%	NA	$ 145,692
219	40th Ave W	188th St. SW	194th St SW	P48 : Add ped facility	20%	NA	$ 235,152
220	180th St SW	Olympic View	56th Ave W	P73 : Add ped facility	20%	NA	$ 452,412
221	185th St SW / 186th Pl SW	64th Ave W	SR 99	P76 : Add ped facility	20%	NA	$ 96,320
222	56th Ave W/198th St. SW	Scriber Lake Rd	208th St. SW	P26 : Add ped facility	20%	NA	$ 71,400
223	172nd St SW	44th Ave W	33rd Pl W	P67 : Add ped facility	20%	NA	$ 443,466
224	193rd Pl SW/194th St SW/58th Ave W	196th St SW	52nd Ave W	P88 : Add ped facility	20%	NA	$ 21,500
225	168th St/66th Ave/Meadowdale Rd	West city limit	Olympic View Dr	P112 : Add ped facility	20%	NA	$ 205,468
226	60th Ave W	168th St SW	176th St. SW	P24 : Add ped facility	20%	NA	$ 45,150
227	188th St SW	68th Ave W	SR 99	P81 : Add ped facility	20%	NA	$ 334,836
228	40th Ave W	Maple Rd	188th St. SW	P49 : Add ped facility	20%	NA	$ 301,850
229	196th St SW	33rd Ave W	E City limit	P95 : Add ped facility	20%	NA	$ 119,040
230	Spruce Rd	164th St SW	172nd St SW	P51 : Add ped facility	20%	NA	$ 59,640
231	58th Pl W	196th St SW	Proposed east-west trail	P114 : Add ped facility	20%	NA	$ 31,360

Appendix E. Non - Motorized and Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
232	68th Ave W	208th St. SW	196th St SW	B9 : Add bike facility	20%	NA	$ 1,974
233	52nd Ave W	SR 99	196th St SW	B34 : Add bike facility	20%	NA	$ 14,535
234	200th St SW	SR 99	48th Ave W	B98 : Add bike facility	20%	NA	$ 89,404
235	208th St SW	SR 99	52nd Ave W	B106 : Add bike facility	20%	NA	$ 57,680
236	212th St SW	SR 99	52nd Ave W	B107 : Add bike facility	20%	2	$ 13,709
237	52nd Ave W	204th St. SW	S city limit	B32 : Add bike facility	20%	NA	$ 3,978
238	48th Ave W	192nd Pl SW	200th St SW	B39 : Add bike facility	20%	NA	$ 6,089
239	168th St SW	52nd Ave. W	44th Ave W	B63 : Add bike facility	20%	NA	$ 64,890
240	188th St SW	44th Ave W	33rd Ave W	B83 : Add bike facility	20%	9	$ 513,352
241	194th St SW	52nd Ave. W	44th Ave W	B89 : Add bike facility	20%	NA	$ 7,956
242	200th St SW	Edmonds CC	SR 99	B97 : Add bike facility	20%	NA	$ 4,835
243	52nd Ave W	N City limit	176th St. SW	B36 : Add bike facility	20%	NA	$ 124,306
244	44th Ave W	Maple Rd	194th St SW	B44 : Add bike facility	20%	NA	$ 279,748
245	176th St SW	54th Ave W	44th Ave W	B70 : Add bike facility	20%	NA	$ 7,313
246	Alderwood Mall Pkwy	Poplar Way	196th St SW	B96 : Add bike facility	20%	NA	$ 6,579
247	212th St SW	52nd Ave. W	44th Ave W	B108 : Add bike facility	20%	1	$ 7,956

Appendix E. Non - Motorized and Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
248	216th St SW	SR 99	Interurban Trail	B110 : Add bike facility	20%	NA	$ 2,050
249	66th Ave W	S City limit	208th St. SW	B12 : Add bike facility	20%	NA	$ 6,273
250	60th Ave. W / Scriber Lake Rd	196th St SW	208th St. SW	B21 : Add bike facility	20%	NA	$ 224,370
251	62nd Ave W/165th Pl SW/64th Ave W	Lunds Gulch	168th St. SW	B25 : Add bike facility	20%	NA	$ 1,700
252	44th Ave W	204th St. SW	212th St SW	B43 : Add bike facility	20%	NA	$ 304,262
253	36th Ave W	Maple Rd	194th St SW	B52 : Add bike facility	20%	NA	$ 15,912
254	204th St SW	44th Ave W	E City Limit	B104 : Add bike facility	20%	NA	$ 46,172
255	64th Ave W	176th St SW	200th St SW	B17 : Add bike facility	20%	NA	$ 79,388
256	33rd Ave W	184th St SW	194th St SW	B55 : Add bike facility	20%	NA	$ 448,462
257	180th St SW	56th Ave W	44th Ave W	B74 : Add bike facility	20%	NA	$ 178,500
258	184th St SW	33rd Ave W	36th Ave W	B79 : Add bike facility	20%	NA	$ 132,664
259	188th St SW	68th Ave W	SR 99	B81 : Add bike facility	20%	NA	$ 379,246
260	193rd Pl SW / 194th St. SW / 58th Ave W	196th St SW	52nd Ave W	B88 : Add bike facility	20%	NA	$ 1,700
261	194th St SW	44th Ave W	33rd Ave W	B90 : Add bike facility	20%	NA	$ 183,134
262	68th Ave W/Blue Ridge Dr.	196th St SW	Olympic View Dr	B10 : Add bike facility	20%	NA	$ 6,487
263	60th Ave. W	188th St SW	SR 99	B22 : Add bike facility	20%	NA	$ 101,864

Appendix E. Non - Motorized and Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
264	60th Ave. W	176th St SW	188th St SW	B23 : Add bike facility	20%	NA	$ 185,164
265	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	B38 : Add bike facility	20%	NA	$ 21,080
266	Maple Road	44th Ave W	36th Ave W	B77 : Add bike facility	20%	NA	$ 140,420
267	40th Ave W	188th St. SW	194th St SW	B48 : Add bike facility	20%	NA	$ 89,964
268	Spruce Rd	172nd St SW	Maple Rd	B50 : Add bike facility	20%	NA	$ 126,616
269	Alderwood Mall Pkwy	Interurban Trail	196th St SW	B58 : Add bike facility	20%	NA	$ 181,692
270	180th St SW	Olympic View	56th Ave W	B73 : Add bike facility	20%	NA	$ 131,852
271	168th St SW/ 66th Ave W / Meadowdale Rd	N Meadowdale Rd	Olympic View Dr	B112 : Add bike facility	20%	NA	$ 85,680
272	76th Ave. W	196th St SW	208th St. SW	B2 : Add bike facility	20%	NA	$ 12,056
273	60th Ave W	168th St SW	176th St. SW	B24 : Add bike facility	20%	NA	$ 51,884
274	48th Ave W	180th St. SW	192nd Pl SW	B40 : Add bike facility	20%	NA	$ 62,748
275	172nd St SW	44th Ave W	36th St SW	B67 : Add bike facility	20%	NA	$ 123,284
276	76th Ave. W	Olympic View	196th St SW	B1 : Add bike facility	20%	NA	$ 11,597
277	Spruce Rd	164th St SW	172nd St SW	B51 : Add bike facility	20%	NA	$ 27,009
278	40th Ave W	Maple Rd	188th St. SW	B49 : Add bike facility	20%	NA	$ 138,992
Total							**$ 9,991,079**

Appendix F – Non-Motorized and Non-Impact Fee Eligible Projects

Appendix F. Non - Motorized and Non-Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
200	Sidewalk and Walkway - ADA Ramps	City-Wide	City-Wide	Determine deficient locations and reconstruct to bring into compliance	80%	NA	$ 560,000
202	60th Ave. W	176th St SW	188th St SW	P23 : Add ped facility	80%	NA	$ 1,968,120
203	180th St SW	56th Ave W	44th Ave W	P74 : Add ped facility	80%	NA	$ 1,896,552
204	202nd St SW	68th Ave W	SR 99	P100 : Add ped facility	80%	NA	$ 503,328
205	72nd Ave W/ 188th Pl SW	192nd Pl SW	68th Ave W	P4 : Add ped facility	80%	NA	$ 210,560
206	60th Ave. W	188th St SW	SR 99	P22 : Add ped facility	80%	NA	$ 235,200
207	56th Ave W/ 191st St SW	52nd Ave. W	Existing trail off 56th Ave W	P28 : Add ped facility	80%	NA	$ 258,000
208	Spruce Rd	172nd St SW	Maple Rd	P50 : Add ped facility	80%	NA	$ 1,359,792
209	181st Pl SW / Maple Road	48th Ave W	36th Ave W	P77 : Add ped facility	80%	NA	$ 885,904
210	184th St SW	40th Ave W	Alderwood Mall Pkwy	P79 : Add ped facility	80%	NA	$ 545,280
211	192nd Pl SW / Dale Way	68th Ave W	60th Ave W	P85 : Add ped facility	80%	NA	$ 387,000
212	192nd Pl SW	52nd Ave. W	46th Ave W	P86 : Add ped facility	80%	NA	$ 106,640
213	196th St SW	SR 99	48th Ave W	P92 : Add ped facility	80%	NA	$ 644,112
214	74th Ave W/191st St SW/190th St SW	196th St SW	76th Ave W	P3 : Add ped facility	80%	NA	$ 399,040
215	64th Ave. W	176th St. SW	188th St. SW	P17 : Add ped facility	80%	NA	$ 654,336

Appendix F. Non - Motorized and Non-Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
216	62nd Ave W/ 165th Pl SW/64th Ave W	Lunds Gulch	168th St. SW	P25 : Add ped facility	80%	NA	$ 172,000
217	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	P38 : Add ped facility	80%	NA	$ 99,200
218	48th Ave W	180th St. SW	192nd Pl SW	P40 : Add ped facility	80%	NA	$ 582,768
219	40th Ave W	188th St. SW	194th St SW	P48 : Add ped facility	80%	NA	$ 940,608
220	180th St SW	Olympic View	56th Ave W	P73 : Add ped facility	80%	NA	$ 1,809,648
221	185th St SW / 186th Pl SW	64th Ave W	SR 99	P76 : Add ped facility	80%	NA	$ 385,280
222	56th Ave W/198th St. SW	Scriber Lake Rd	208th St. SW	P26 : Add ped facility	80%	NA	$ 285,600
223	172nd St SW	44th Ave W	33rd Pl W	P67 : Add ped facility	80%	NA	$ 1,773,864
224	193rd Pl SW/194th St SW/58th Ave W	196th St SW	52nd Ave W	P88 : Add ped facility	80%	NA	$ 86,000
225	168th St/66th Ave/Meadowdale Rd	West city limit	Olympic View Dr	P112 : Add ped facility	80%	NA	$ 821,872
226	60th Ave W	168th St SW	176th St. SW	P24 : Add ped facility	80%	NA	$ 180,600
227	188th St SW	68th Ave W	SR 99	P81 : Add ped facility	80%	NA	$ 1,339,344
228	40th Ave W	Maple Rd	188th St. SW	P49 : Add ped facility	80%	NA	$ 1,207,400
229	196th St SW	33rd Ave W	E City limit	P95 : Add ped facility	80%	NA	$ 476,160
230	Spruce Rd	164th St SW	172nd St SW	P51 : Add ped facility	80%	NA	$ 238,560
231	58th Pl W	196th St SW	Proposed east-west trail	P114 : Add ped facility	80%	NA	$ 125,440

Appendix F. Non - Motorized and Non-Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
232	68th Ave W	208th St. SW	196th St SW	B9 : Add bike facility	80%	NA	$ 7,895
233	52nd Ave W	SR 99	196th St SW	B34 : Add bike facility	80%	NA	$ 58,140
234	200th St SW	SR 99	48th Ave W	B98 : Add bike facility	80%	NA	$ 357,616
235	208th St SW	SR 99	52nd Ave W	B106 : Add bike facility	80%	NA	$ 230,720
236	212th St SW	SR 99	52nd Ave W	B107 : Add bike facility	80%	2	$ 54,835
237	52nd Ave W	204th St. SW	S city limit	B32 : Add bike facility	80%	NA	$ 15,912
238	48th Ave W	192nd Pl SW	200th St SW	B39 : Add bike facility	80%	NA	$ 24,358
239	168th St SW	52nd Ave. W	44th Ave W	B63 : Add bike facility	80%	NA	$ 259,560
240	188th St SW	44th Ave W	33rd Ave W	B83 : Add bike facility	80%	9	$ 2,053,408
241	194th St SW	52nd Ave. W	44th Ave W	B89 : Add bike facility	80%	NA	$ 31,824
242	200th St SW	Edmonds CC	SR 99	B97 : Add bike facility	80%	NA	$ 19,339
243	52nd Ave W	N City limit	176th St. SW	B36 : Add bike facility	80%	NA	$ 497,224
244	44th Ave W	Maple Rd	194th St SW	B44 : Add bike facility	80%	NA	$ 1,118,992
245	176th St SW	54th Ave W	44th Ave W	B70 : Add bike facility	80%	NA	$ 29,254
246	Alderwood Mall Pkwy	Poplar Way	196th St SW	B96 : Add bike facility	80%	NA	$ 26,316
247	212th St SW	52nd Ave. W	44th Ave W	B108 : Add bike facility	80%	1	$ 31,824

Appendix F. Non - Motorized and Non-Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
248	216th St SW	SR 99	Interurban Trail	B110 : Add bike facility	80%	NA	$ 8,201
249	66th Ave W	S City limit	208th St. SW	B12 : Add bike facility	80%	NA	$ 25,092
250	60th Ave. W / Scriber Lake Rd	196th St SW	208th St. SW	B21 : Add bike facility	80%	NA	$ 897,478
251	62nd Ave W/165th Pl SW/64th Ave W	Lunds Gulch	168th St. SW	B25 : Add bike facility	80%	NA	$ 6,800
252	44th Ave W	204th St. SW	212th St SW	B43 : Add bike facility	80%	NA	$ 1,217,048
253	36th Ave W	Maple Rd	194th St SW	B52 : Add bike facility	80%	NA	$ 63,648
254	204th St SW	44th Ave W	E City Limit	B104 : Add bike facility	80%	NA	$ 184,688
255	64th Ave W	176th St SW	200th St SW	B17 : Add bike facility	80%	NA	$ 317,554
256	33rd Ave W	184th St SW	194th St SW	B55 : Add bike facility	80%	NA	$ 1,793,848
257	180th St SW	56th Ave W	44th Ave W	B74 : Add bike facility	80%	NA	$ 714,000
258	184th St SW	33rd Ave W	36th Ave W	B79 : Add bike facility	80%	NA	$ 530,656
259	188th St SW	68th Ave W	SR 99	B81 : Add bike facility	80%	NA	$ 1,516,984
260	193rd Pl SW / 194th St. SW / 58th Ave W	196th St SW	52nd Ave W	B88 : Add bike facility	80%	NA	$ 6,800
261	194th St SW	44th Ave W	33rd Ave W	B90 : Add bike facility	80%	NA	$ 732,536
262	68th Ave W/Blue Ridge Dr.	196th St SW	Olympic View Dr	B10 : Add bike facility	80%	NA	$ 25,949
263	60th Ave. W	188th St SW	SR 99	B22 : Add bike facility	80%	NA	$ 407,456

Appendix F. Non - Motorized and Non-Impact Fee Eligible Projects

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
264	60th Ave. W	176th St SW	188th St SW	B23 : Add bike facility	80%	NA	$ 740,656
265	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	B38 : Add bike facility	80%	NA	$ 84,320
266	Maple Road	44th Ave W	36th Ave W	B77 : Add bike facility	80%	NA	$ 561,680
267	40th Ave W	188th St. SW	194th St SW	B48 : Add bike facility	80%	NA	$ 359,856
268	Spruce Rd	172nd St SW	Maple Rd	B50 : Add bike facility	80%	NA	$ 506,464
269	Alderwood Mall Pkwy	Interurban Trail	196th St SW	B58 : Add bike facility	80%	NA	$ 726,768
270	180th St SW	Olympic View	56th Ave W	B73 : Add bike facility	80%	NA	$ 527,408
271	168th St SW/ 66th Ave W / Meadowdale Rd	N Meadowdale Rd	Olympic View Dr	B112 : Add bike facility	80%	NA	$ 342,720
272	76th Ave. W	196th St SW	208th St. SW	B2 : Add bike facility	80%	NA	$ 48,226
273	60th Ave W	168th St SW	176th St. SW	B24 : Add bike facility	80%	NA	$ 207,536
274	48th Ave W	180th St. SW	192nd Pl SW	B40 : Add bike facility	80%	NA	$ 250,992
275	172nd St SW	44th Ave W	36th St SW	B67 : Add bike facility	80%	NA	$ 493,136
276	76th Ave. W	Olympic View	196th St SW	B1 : Add bike facility	80%	NA	$ 46,390
277	Spruce Rd	164th St SW	172nd St SW	B51 : Add bike facility	80%	NA	$ 108,035
278	40th Ave W	Maple Rd	188th St. SW	B49 : Add bike facility	80%	NA	$ 555,968
Total							**$ 39,964,317**

Appendix G – Capacity Projects in Long Term (Beyond 2025)

Appendix G. Capacity Projects in Long Term (beyond 2025)

Updated Project #	Project Name	Beginning Cross Street	Ending Cross Street	Project Description	Capacity Share	CIP List No.	Base Year Cost (Dollar)
502	40th Undercrossing of I-5	204th St SW/Larch	AMB/40th Ave W	New connection across I-5, beyond 2025	100%	74	$ 47,000,000
503	196th St SW Improvements - Phase 3	Scriber Lake Road	48th Ave W	Add lanes, beyond 2025	100%	30	$ 15,911,815
507	I-5/44th Ave W Interchange (incl. Braids)	I-5	44th Ave W	Identified in Access Study, beyond 2025	50%	72	$150,000,000
508	NB I-5 Braided Ramps	196th St SW	I-405	Identified in Access Study, beyond 2025	50%	73	$ 50,000,000
305	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes	100%		$ 7,172,000
281	Intersection Improvements	48th Ave W	188th St SW	Construct traffic signal.	100%	63	$ 615,000
288	Intersection Improvements	40th Ave W	198th St SW	Construct traffic signal.	100%	NA	$ 615,000
291	Intersection Improvements	AMP	Poplar Way	Construct traffic signal.	100%	NA	$ 615,000
Total							**$271,928,815**

Appendix H – 2008 Comprehensive Plan 20-Year CIP List

Appendix H. 2008 Comprehensive Plan 20-Year CIP List

CIP No.	Project Title	Beginning Cross Street	Ending Cross Street	Updated Project #
1	212th St SW Corridor - Phase 1	52nd Ave W	44th Ave W	247
2	212th St SW Corridor - Phase 2	66th Ave W	52nd Ave W	236
3	212th St SW Corridor - Phase 3	76th Ave W	66th Ave W	
4	Intersection Improvements	212th St. SW	at 66th Ave W	
5	Interurban Trail Crossing	212th St. SW	at 63rd Ave. W	
6	Poplar Extension Bridge	196th St. SW	Alderwood Mall Blvd.	293
7	Maple Road Extension	32nd Ave W	Alderwood Mall Pkwy	302
8	33rd Ave W Extension	184th St SW	Alderwood Mall Pkwy	294
9	188th St SW Corridor - Phase 1	44th Ave W	33rd Ave W	240
10	188th St SW Corridor - Phase 2	SR 99	44th Ave W	
11	188th St SW Corridor - Phase 3	68th Ave W	60th Ave W	308
12	Maple Road Improvements	44th Ave W	36th Ave W	
13	180th St SW Improvements -Phase 1	64th Ave W	SR 99	
14	44th Ave W Improvements	I-5 SB Ramp	209th St SW	
15	Ash Way Underpass Improvements	Ash Way	under SR 525	
16	Beech Road Extension	Ash Way Underpass	Alderwood Mall Pkwy	298
18	Intersection Improvements	208th St SW	at 54th Ave W	
19	204th St SW Extension	68th Ave W	SR 99	301
21	Intersection Improvements	204th St SW	at 60th Ave W	
22	Intersection Improvements	204th St SW	at 52nd Ave W	
23	64th Ave W Improvements - Phase 1	176th St SW	180th St SW	
24	64th Ave W Improvements - Phase 2	180th St SW	188th St SW	
25	60th Ave W Improvements - Phase 1	176th St SW	180th St SW	
26	60th Ave W Improvements - Phase 2	180th St SW	188th St SW	
27	Spruce Way Improvements - Phase 1	172nd St SW	Maple Road	
28	Spruce Way Improvements - Phase 1	164th St SW	172nd St SW	
29	52nd Ave W Improvements	168th St SW	176th St SW	297

Appendix H. 2008 Comprehensive Plan 20-Year CIP List

CIP No.	Project Title	Beginning Cross Street	Ending Cross Street	Updated Project #
30	196th St SW Improvements - Phase 2	SR 99	48th Ave W	503
31	200th St SW Improvements	64th Ave W	48th Ave W	305
32	Intersection Improvements	SR 99	at 196th St SW	
33	164th St SW Improvements	164th St SW	at 44th Ave W	
34	Signal Upgrade	176th St SW	at 44th Ave W	
35	Signal Upgrade	Maple Road	at 44th Ave W	
36	Pedestrian Signal	SR 99	at 180th St SW	501
37	180th St SW Improvements - Phase 3	Olympic View Drive	64th Ave W	
38	180th St SW Improvements - Phase 2	64th Ave W	60th Ave W	
39	204 St. Improvements	I-5	Poplar Way	
40	Lynnwood Link Trolley Feas. Study	ECC, Transit Center, City Center	Convention Center, Alderwood	201
41	48th Ave. W. Improvements	North of 172nd St. SW		
42	172nd St SW - Phase 1	52nd Ave W	44th Ave W	
43	172nd St SW - Phase 2	44th Ave W	Spruce Way	
44	172nd St SW - Phase 3	Spruce Way	36th Ave W	
45	172nd St SW - Phase 4	36th Ave W	32nd Ave W	
46	32nd Ave W Improvements	172nd St SW	Maple Road	
47	30th Place Closure	177th Pl SW	Alderwood Mall Pkwy	
48	SR 99 Corridor Safety Program	164th St SW	218th St SW	505
49	60th Ave W Sidewalks - Phase 1	202nd St SW	200th St SW	
50	60th Ave W Sidewalks - Phase 2	SR 99	188th St SW	402
51	Olympic View Drive	76th Ave W	168th St SW	403
52	I-5/196th St Interchange Braided Ramp	EB 525/NB 405	SB 5	405
53	36th Ave W	Maple Road	164th St SW	292
54	196th St SW/SR 99	WB to NB	Right Turn Lane	304
55	196th St SW/AMP	WB to NB	Right Turn Lane	284
56	I-5/196th St SW Ped Improvements	37th Ave W	Poplar Way	401

Appendix H. 2008 Comprehensive Plan 20-Year CIP List

CIP No.	Project Title	Beginning Cross Street	Ending Cross Street	Updated Project #
57	48th Ave W Sidewalks	180th St SW	182nd St SW	
58	Traffic Management Center	City Hall		404
59	Variable Message Signs	Various Locations		
60	Traffic Signal	28th Ave W	AMB	279
61	Traffic Signal Reconstruction	Scriber Lake Road	196th St SW	504
62	Roundabout/Traffic Signal	52nd Ave W	176th St SW	283
63	Roundabout/Traffic Signal	48th Ave W	188th St SW	281
64	Traffic Signal	66th Ave W	212th St SW	282
65	Traffic Signal	164th St SW	164th Pl SW	
66	Interurban Trail & Bridge	44th Ave W	40th Ave W	400
67	196th St SW Improvements - Phase 1	37th Ave W	48th Ave W	303
68	200th St SW Improvements	48th Ave W	40th Ave W	306
69	44th Ave W Improvements	198th St SW	200th St SW	299
70	City Center Street Grid	Master Street Plan		310
71	Traffic Signal	48th Ave W	194th St SW	
72	Completion of the I-5/44th Ave W Interchange (incl. Braided Ramps)	I-5	44th Ave W	507
73	NB I-5 Braided Ramps	196th St SW	I-405	508
74	40th Undercrossing of I-5	204th St SW	AMB/40th Ave W	502
75	New Ramp	SB I-5	WB SR525	509